

## APPROPRIATION LINE ITEM AND BOILERPLATE HISTORY

<b>DEPARTMENT OF TRANSPORTATION</b> <b>PART 1: LINE ITEM DETAIL</b>
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<b>2022 PA 166</b> <b>FY 2022-23</b> <b>Initial</b>
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**STATE TRANSPORTATION DEPARTMENT**

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|---|------------------------|
| 1. <u>Unclassified full-time equated (FTE) positions</u> - Positions that are exempted from the classified state civil service pursuant to Article XI, Section 5 of the Michigan Constitution. These positions include elected officials, heads of principal departments, a limited number of policy-making positions in departments, members of boards and commissions, employees of state institutions of higher education, employees of the Judiciary, and employees of the Legislature. | 6.0                    |
| 2. <u>Classified FTE positions</u> - All positions in state service unless exempted by Article XI, Section 5 of the Michigan Constitution. One FTE position equals 2,088 hours. One hundred and fourteen positions were added for FY 2022-23, the first change in the number since reductions in FY 2018-19.  | 3,050.3                |
| 3. <b><u>GROSS APPROPRIATION</u></b> - Total appropriations   | <b>\$6,104,448,900</b> |
| 4. <u>Interdepartmental grants (IDG)</u> - Funds that are also appropriated in other budgets. These funds are categorized as IDGs in the department that spends the funds and are therefore subtracted from the Gross Appropriation to avoid double counting total statewide appropriations.  | 4,123,800              |
| 5. <b><u>ADJUSTED GROSS APPROPRIATION</u></b> - Gross appropriations less IDGs.   | 6,100,325,100          |
| 6. <u>Federal revenue</u> - Funding allocated to the state by the federal government. Federal aid increased significantly for FY 2022-23, up by nearly \$600 million.   | 2,026,480,000          |
| 7. <u>Local revenue</u> - Funds paid by local units of government that support state services and programs.   | 85,773,500             |
| 8. <u>Private revenue</u> - Available appropriated funds from private sources, including funding from non-governmental agencies. Private contributions jumped from \$900,000.00 to \$16.8 million for FY 2022-23.   | 16,800,000             |
| 9. <u>State restricted revenue</u> - Revenue earmarked for a specific purpose by the State Constitution, statute, or appropriation bill. Restricted revenue also includes general fund/special purpose funds, such as fee revenue used to support licensing programs.   | 3,905,021,600          |
| 10. <u>State general fund/general purpose</u> - Revenue that has no constitutional or statutory restrictions on how it is used. Approximately 90% of the general fund/general purpose (GF/GP) revenue is derived from the income, corporate income, insurance, sales, and use taxes. \$300.0 million GF/GP was added as one-time for roads in FY 2018-19. \$25.0 million was added in FY 2019-20. \$0 was added in FY 2020-21.  | 66,250,000             |
| 11. <u>Payments to locals</u> - State appropriations from GF/GP or state restricted revenues that will be allocated to local units of government.   | 2,387,503,600          |

**Sec. 102 DEBT SERVICE**

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| 1. <u>Airport safety and protection plan</u> | 2,274,800 |
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Funds principal and interest payments on proposed Comprehensive Transportation Fund (CTF) bonds, the proceeds of which will be used for airport safety and security projects. Although these are CTF bonds, the debt service will be covered by State Aeronautics Fund revenue.		
2.	<u>Blue Water Bridge fund</u>	3,961,100
Funds principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for Blue Water Bridge projects such as upkeep or painting. The debt payment from the fund dropped by nearly \$3 million for FY 2022-23.		
3.	<u>Comprehensive transportation</u>	1,466,600
Funds principal and interest payments on Comprehensive Transportation Fund bonds (original and refunding), the proceeds of which are used for public transportation projects. The payment from the fund dropped from the previous year by \$9.4 million for FY 2022-23.		
4.	<u>Economic development</u>	7,650,100
Funds principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for the Economic Development Fund (EDF) program. The payment dropped from the previous year by \$3.8 million for FY 2022-23.		
5.	<u>Local bridge fund</u>	556,500
Public Act 51 of 1951 provides an off-the-top distribution from the Michigan Transportation Fund for principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for critical bridge projects. The payment dropped from the previous year by \$1.8 million for FY 2022-23.		
6.	<u>State trunkline</u>	209,391,400
Section 9 of Article IX of the Michigan Constitution authorizes the issuance of debt pledging transportation taxes and fees. Public Act 51 of 1951 effectively limits the total amount of State Trunkline Fund (STF) debt by allowing up to 50% of the dedicated taxes credited to the STF (gas and registration taxes) in the prior fiscal year to be used for principal and interest payments. By agreement with the State Transportation Commission, the Department limits annual debt payments to 25% of gas and registration taxes. For many years prior to FY 2022-23, revenue for this line included several tens of millions in Federal revenue. Starting in FY 2022-23, the whole payment amount was covered by the state trunkline fund, so while the total appropriation amount for the line decreased in FY 2022-23 by over \$9 million from the prior fiscal year, the amount of state trunkline fund increased from \$168.1 million in FY 2021-22 to \$209.4 in FY 2022-23.		
<b>UNIT GROSS APPROPRIATION</b>		<b>\$225,300,500</b>
Federal revenue		0
State restricted revenue		225,300,500
State general fund/general purpose		0

**Sec. 103 INTERDEPARTMENT AND STATUTORY CONTRACTS**

1.	<u>CTF grant to civil service commission</u>	250,000
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	Funds civil service administrative costs related to Department of Transportation, public transportation program employment, based on the constitutionally-mandated 1% charge.	
2.	<u>CTF grant to department of attorney general</u>	109,400
	Funds legal services provided to the Department of Transportation, public transportation program.	
3.	<u>CTF grant to department of treasury</u>	54,900
	Funds money-management activities attributable to Comprehensive Transportation Fund programs.	
4.	<u>CTF grant to legislative auditor general</u>	43,200
	Funds audit-related costs for Department of Transportation, public transportation program.	
5.	<u>CTF grant to department of technology, management, and budget</u>	40,900
	Funds administrative costs related to Department of Transportation, public transportation program.	
6.	<u>MTF grant to department of environment, Great Lakes, and energy</u>	1,524,700
	Funds the allowable costs of environmental assessments for state road and bridge projects. Prior to FY 2019-20, called the Department of Environmental Quality.	
7.	<u>MTF grant to department of treasury</u>	3,528,000
	Funds the allowable costs of fuel tax collection.	
8.	<u>MTF grant to the legislative auditor general</u>	350,200
	Funds audit-related costs for Michigan Transportation Fund programs.	
9.	<u>MTF grant to department of state for collection of revenue and fees</u>	20,000,000
	Funds the allowable costs of collection of vehicle registration and title revenue.	
10.	<u>SAF grant to civil service commission</u>	150,000
	Funds civil service administrative costs related to Department of Transportation, aeronautics program employment, based on the constitutionally-mandated 1% charge.	
11.	<u>SAF grant to department of attorney general</u>	191,800
	Funds legal services provided to the Department of Transportation, aeronautics program.	
12.	<u>SAF grant to department of treasury</u>	81,600
	Funds money-management activities attributable to State Aeronautic Fund programs.	
13.	<u>SAF grant to legislative auditor general</u>	33,800
	Funds audit-related costs for Department of Transportation, aeronautics program.	
14.	<u>SAF grant to department of technology, management, and budget</u>	31,700
	Funds administrative costs related to Department of Transportation, aeronautics program.	

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15. <u>STF grant to civil service commission</u>	6,321,000
Funds civil service administrative costs related to Department of Transportation, road and bridge program employment, based on the constitutionally-mandated 1% charge.	
16. <u>STF grant to department of attorney general</u>	2,172,800
Funds legal services provided to the Department of Transportation, road and bridge program.	
17. <u>STF grant to department of state police</u>	12,402,700
Funds motor carrier enforcement activities of the Department of State Police and the data center for locating traffic accidents.	
18. <u>STF grant to department of technology, management, and budget</u>	1,406,500
Funds administrative costs related to Department of Transportation, road and bridge program.	
19. <u>STF grant to department of treasury</u>	167,000
Funds money-management activities attributable to State Trunkline Fund programs.	
20. <u>STF grant to legislative auditor general</u>	813,500
Funds audit-related costs for Department of Transportation, road and bridge program.	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$49,673,700</b>
State restricted revenue	49,673,700
State general fund/general purpose	0
 <b>Sec. 104 DEPARTMENTAL ADMINISTRATION AND SUPPORT</b>	
1. <u>Unclassified positions</u>	900,400
Unclassified FTE positions	6.0
Funds the salaries of the department's six unclassified employee positions: Director, Governmental Affairs Director, Transportation Commission Advisor, Office of Business Development Director, and Communications Director. Four positions are currently filled.	
2. <u>Asset management council</u>	1,876,400
Funds the operation costs of the Asset Management Council established in P.A. 51 of 1951. The Council will provide a coordinated, unified, asset management strategy for the State.	
3. <u>Business support services</u>	7,165,100
Classified FTE positions	43.0

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Funds the following programs:

**Office of Communications** - Responsible for the dissemination of information to the Governor's office, legislature, department employees, statewide media outlets, general public, and other governmental offices.

**Office of Governmental Affairs** - Responsible for communication with the Legislature regarding pending legislation.

**Executive Office** - Consists of the Chief Administrative Officer and the Chief Operations Officer and funds administrative support staff costs of the Office.

FTE positions for this line increased from 41 to 43 for FY 2022-23.

4. Commission audit

3,643,800

Classified FTE positions

29.3

Funds the Office of Commission Audits which is charged with developing and maintaining an ongoing, comprehensive audit program. This office is responsible for both financial and performance audits of department programs and conducting financial audits of contractors.

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5. <u>Economic development and enhancement programs</u>	1,911,900
Classified FTE positions	11.0
<p>Funds the Office of Economic Development and Enhancement which is responsible for administration of the Transportation Economic Development Fund (TEDF), enacted in 1987. This fund is structured into five different categories (See Sec. 113) intended to address a broad variety of transportation needs at the State and local level. Administrative costs are limited, in statute, to one percent of the total fund.</p> <p>This line also funds the administrative costs of the State Infrastructure Bank and Federal Transportation Alternative (TAP) Program.</p> <p>FTE positions for this line increased from 10 to 11 for FY 2022-23.</p>	
6. <u>Finance, contracts, and support services</u>	24,277,500
Classified FTE positions	174.0
<p>Responsible for all budgetary and financial functions within the department, all purchasing and contracting functions for the department (including prequalification, bid letting, and processing pay estimates for road and bridge construction projects), and various technical, administrative, logistical, and facilities-related services within the department.</p> <p>FTE positions for this line increased from 171 to 174 for FY 2022-23.</p>	
7. <u>Property management</u>	7,235,700
<p>Funds private leased space and charges for state-owned property occupied by the department.</p>	
8. <u>Workers compensation</u>	1,859,300
<p>Estimated costs of workers' compensation insurance claims.</p>	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$48,870,100</b>
IDG	4,123,800
State restricted revenue	44,746,300
State general fund/general purpose	0

**Sec. 105 INFORMATION TECHNOLOGY**

1. <u>Information technology services and projects</u>	41,691,800
<p>Funds user charges to the Department of Technology, Management and Budget for IT related services provided to the Department. The line received a \$3.0 million investment for FY 2019-20 for the development of intelligent transportation systems and to address a backlog of small scale IT projects.</p>	

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<b>UNIT GROSS APPROPRIATION</b>	<b>\$41,691,800</b>
Federal revenue	520,500
State restricted revenue	41,171,300
State general fund/general purpose	0
 <b>Sec. 106 TRANSPORTATION PLANNING</b>	
1. <u>Planning services</u>	42,124,400
Classified FTE positions	142.0
Responsible for the Intermodal Policy, Statewide Planning, and Asset Management programs.	
FTE positions for this line increased from 136 to 142 for FY 2022-23.	
2. <u>Grants to regional planning councils</u>	488,800
Allocation to regional planning agencies to conduct data collection and analysis, public participation in planning processes, and inter-agency coordination.	
 <b>UNIT GROSS APPROPRIATION</b>	<b>\$42,613,200</b>
Federal revenue	24,000,000
State restricted revenue	18,613,200
State general fund/general purpose	0
 <b>Sec. 107 DESIGN AND ENGINEERING SERVICES</b>	
1. <u>Program development and delivery</u>	96,634,600
Classified FTE positions	1,068.8
This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports planning, surveys, real estate, design, construction, materials and pavement management, bridge programs and inspections, program coordination and services, and bridge design. The line increased by 33 FTEs for FY 2019-20 from the Highway maintenance section for welcome center operations. 19 FTEs from this line were moved to Business services for FY 2021-22. FTEs were increased again for FY 2022-23 by 56.5.	
2. <u>System operations management</u>	58,869,000
Classified FTE positions	341.3
This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports traffic safety & operations, intelligent transportation systems, system environmental, permits, system services and moveable bridges. 20 FTEs were moved from this line to Business services for FY 2021-22. An additional 4.3 FTEs were added for FY 2022-23.	
3. <u>Business services</u>	25,062,600
Classified FTE positions	162.2

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This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports research, local agency programs, performance management, operations administration and services, business development, safety and security, technical services, and coordination with the Attorney General. 37 FTEs were added to this line from the other subsection of Section 107 for FY 2021-22. FTEs were increased again for FY 2022-23 by 5.2.

**UNIT GROSS APPROPRIATION**

**\$190,254,100**  
23,529,800  
166,724,300  
0

Federal revenue

State restricted revenue

State general fund/general purpose

**Sec. 108 HIGHWAY MAINTENANCE**

1. State trunkline operations

443,561,300

Classified FTE positions.

901.7

Funds state trunkline road and bridge maintenance performed by State and private contractors under contract with the Department. The line was reduced by 33 FTEs for welcome center operations; those FTEs moved to the Design and engineering services section. The line received \$7.6 million additional funding for FY 2020-21 for steel materials costs. 120 additional FTEs were added to this line for FY 2021-22 for Monroe operations and to change seasonal employees to year-round. 21 more FTEs were added for FY 2022-23.

**UNIT GROSS APPROPRIATION**

**\$443,561,300**  
443,561,300  
0

State restricted revenue

State general fund/general purpose

**Sec. 109 ROAD AND BRIDGE PROGRAMS**

1. Cities and villages

684,060,200

Allocates 21.8% of the net remaining MTF revenue to cities and villages after statutory earmarks and CTF dollars have been deducted pursuant to Public Act 51 of 1951. This funding is divided among individual municipalities based on various criteria, including road mileage and population.

2. County road commissions

1,226,915,200

Public Act 51 of 1951 allocates 39.1% of the net remaining MTF revenue to county road commissions. This funding is divided among the 83 road commissions based on various criteria, including road mileage, population, and vehicle registrations.

3. Grants to local programs

33,000,000

Public Act 51 of 1951 provides an off-the-top allocation of \$33 million from the MTF to the Local Program Fund. This funding is statutorily divided: 64.2% to county road commissions and 35.8% to cities and villages.

4. Local bridge program

26,981,600



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Public Act 51 of 1951 provides an off-the-top allocation of \$5 million from the MTF to the Local Bridge Fund. In addition, one-half of one cent of gasoline tax revenue is dedicated to this fund. This fund is used for repair and replacement costs of local bridges.		
5.	<u>Local federal aid and road and bridge construction</u>	384,987,800
Provides spending authorization for federal highway aid allocated to local road agencies for local road and bridge programs. Approximately 25% of all federal funds are statutorily-allocated to local agencies.		
The IIJA increased available Federal revenue for all states. Due to the 25% share that must go to local agencies., this line was increased by \$79.2 million during FY 2021-22, and by another \$15.2 million for FY 2022-23.		
6.	<u>Local agency wetland mitigation bank fund</u>	2,000,000
The funds set aside for the wetland mitigation bank fund are distributed as grants by the advisory board to local road agencies for the purchase of land as well as the design and construction of wetland mitigation banks. This line was added for FY 2017-18.		
7.	<u>Movable bridge</u>	5,858,400
A fund to cover the operational costs of 24 movable bridges throughout the state pursuant to procedures developed by the department. This line added for FY 2017-18. Adjusted each year equal to the annual increase in the Detroit Consumer Price Index.		
8.	<u>Rail grade crossing</u>	3,000,000
Public Act 51 of 1951 provides an off-the-top allocation of \$3 million from the MTF to the Rail Grade Crossing program. This program supports safety and regulatory initiatives affecting road authorities and common carriers operating in Michigan. Includes funding of rail grade crossing improvements, usually at a 50% match to federal funding.		
9.	<u>Rail grade crossing-surface improvements</u>	3,000,000
Added in FY 2016-17 as a result of the Public Act 175 of 2015, part of the road funding legislation adopted in 2015. Public Act 175 of 2015 amended P.A. 51 of 1951 to establish the Grade Crossing Surface Account and authorize appropriations of up to \$3.0 million per year from the State Trunkline Fund into the Grade Crossing Surface Account, which subsidizes 60% of the cost of approved projects designed to make surface improvements at private rail grade crossings on public roads and streets.		
10.	<u>State trunkline federal aid and road and bridge construction</u>	1,661,869,600
Funds state trunkline road and bridge construction program. Includes federal funding. Via FY 2021-22 supplementals from the IIJA and the budget process, federal funding for this line increased over \$330 million for FY 2022-23.		
<b>UNIT GROSS APPROPRIATION</b>		<b>\$4,031,672,800</b>
Federal revenue		1,570,218,700
Local revenue		30,003,500
Private revenue		10,000,000
State restricted revenue		2,421,450,600
State general fund/general purpose		0

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**Sec. 110 BLUE WATER BRIDGE**

1. <u>Blue Water Bridge operations</u>	7,163,800
Classified FTE positions	44.0
Funds the operating and maintenance costs for the twin bridges of the Blue Water Bridge spanning the St. Clair River. The line received an additional 3 FTEs for FY 2022-23.	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$7,163,800</b>
State restricted revenue	7,163,800
State general fund/general purpose	0

**Sec. 111 TRANSPORTATION ECONOMIC DEVELOPMENT FUND**

1. <u>Forest roads</u>	5,000,000
Statutory earmark (Category E) from the Economic Development Fund to fund construction or reconstruction of roads essential to the transport of forest products from Michigan's commercial forests. Funding is allocated to select county road commissions.	
2. <u>Rural county primary</u>	8,737,800
This program, commonly referred to as Category D, receives 25% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. Funds are allocated to local road agencies in counties with populations of 400,000 or less. Funds are used for projects to enhance the local primary road system that link to the state trunkline system.	
3. <u>Rural county urban system</u>	2,500,000
Statutory earmark (Category F) from the Economic Development Fund to fund road and street improvements in small cities and villages to provide continuity of an all-season road network in Michigan's rural counties. Funding is allocated on a competitive basis to eligible local road agencies.	
4. <u>Target industries/economic development</u>	17,975,400
This line item represents a statutory earmark of 50% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. This allocation, commonly referred to as Category A, supports road and street projects related to economic development opportunities in agriculture or food processing, tourism, forestry, high technology research, manufacturing, mining, or eligible office center developments. Funding is allocated to projects on a competitive basis to any road agency (state or local) throughout the year. The program is jointly administered by the department and the Michigan Economic Development Corporation. \$3.0 million redirected toward the new Community Service Infrastructure Fund beginning in FY 2018-19. Funding was reduced by \$13.0 million for FY 2020-21, but restored for FY 2021-22.	

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5. Urban county congestion

8,737,800

This program, commonly referred to as Category C, receives 25% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. Funds are allocated to counties with populations greater than 400,000 pursuant to percentages set in statute (Genesee 24%, Kent 24%, Macomb 20%, Oakland 40%, and Wayne 16%). Funds are used for road or transit projects to reduce congestion on primary county roads and major city streets within these counties.

6. Community service infrastructure fund

3,000,000

Added as Category B for FY 2018-19 by PA 207 of 2018 with a permanent redirection of \$3.0 of Targeted industries/economic development funds. The new Category B will be a matching grant program for cities and villages with a population of 10,000 or less.

**UNIT GROSS APPROPRIATION**

**\$45,951,000**

State restricted revenue

45,951,000

State general fund/general purpose

0

**Sec. 112 AERONAUTICS SERVICES**

1. Air service program

50,000

The Air Service Program, originally established in 1987, funds airport-specific projects related to capital improvement and equipment, carrier recruitment and retention, and airport awareness. Was not funded in FY 2015-16. The line was reduced \$200,000 for FY 2020-21.

2. Aviation services

7,495,400

Classified FTE positions

48.0

The Office of Aeronautics has three primary units: planning and development, programming, and transport and safety.

This program provides funding for administrative, fiscal, and legislative liaison services; project management for programming, planning, design, and construction of airport improvement projects; and services to support airport inspection, safety and education programs, airport development programs, and air transport services for State employees. Total FTE positions reduced from 52 to 46 for the FY 2017-18 budget. Air fleet operations and maintenance line was rolled out from Aviation services in FY 2018-19. Reduced fuel tax revenue reduced the line by almost \$700,000 for FY 2020-21.

3. Air fleet operations and maintenance

0

Classified FTE positions

0.0

This line, when rolled out, received \$1.0 million in aeronautics funds. Rolled out from Aviation services for FY 2018-19 and FTE positions reduced from 10.0 to 8.0. Rolled back into Aviation services for FY 2022-23.

**UNIT GROSS APPROPRIATION**

**\$7,545,400**

State restricted revenue

7,545,400

State general fund/general purpose

0

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**Sec. 113 PUBLIC TRANSPORTATION SERVICES**

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|---|-----------|
| 1. <u>Passenger Transportation Services</u> | 6,386,100 |
| Classified FTE positions                    | 40.0      |

Responsible for the development and management of operating capital and technical assistance programs and projects, for purposes of providing coordinated local public transit, marine, and intercity bus transportation services and facilities statewide. The division is also responsible for the regulation of intercity buses and limousines.

The line received an additional 4.0 FTEs for FY 2022-23.

<b>UNIT GROSS APPROPRIATION</b>	<b>\$6,386,100</b>
Federal revenue	1,200,000
State restricted revenue	5,186,100
State general fund/general purpose	0

**Sec. 114 LOCAL BUS TRANSIT**

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|-------------------------------|-------------|
| 1. <u>Local bus operating</u> | 201,750,000 |
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Public Act 51 of 1951 provides state cost share for eligible operating costs of local transit agencies. The statute authorizes up to 50% reimbursement to urbanized systems (population greater than 100,000) and 60% reimbursement to systems in areas with populations less than 100,000. Final reimbursement rates are contingent on the amount of the appropriation and the amount of eligible costs incurred by local systems. PA 66 of 2019 appropriated \$190,750,000 to this line for FY 2019-20. The State Administrative Board added \$6.0 million from CTF funds in the one-time section set aside for a rail grade separation project.

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| 2. <u>Nonurban operating/capital</u> | 39,845,600 |
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Federal funds and required matching local funds to provide operating and capital assistance to transit agencies in nonurbanized areas (under 50,000 population). Michigan has historically used the allocation primarily for operating assistance.

<b>UNIT GROSS APPROPRIATION</b>	<b>\$241,595,600</b>
Federal revenue	37,845,600
Local revenue	2,000,000
State restricted revenue	201,750,000
State general fund/general purpose	0

**Sec. 115 INTERCITY PASSENGER AND FREIGHT**

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|---|---------|
| 1. <u>Detroit/Wayne County port authority</u> | 500,000 |
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Provides operating assistance to the Detroit/Wayne County Port Authority. State assistance is limited to 50% of the operating budget of the Authority by Public Act 639 of 1978. The remainder of the Authority's budget is provided by Wayne County and the City of Detroit. The line was reduced by \$50,000 for FY 2018-19. This amount was restored in a supplemental. It was reduced again by \$50,000 for FY 2019-20. It was reduced by another \$18,000 for FY 2020-21. It was raised to \$500,000 for FY 2021-22.

2. Freight property management 1,300,000

Funds leases, taxes, inventory control, maintenance and repair, insurance, security, appraisals, rail banking activities, and environmental remediation associated with State-owned rail facilities.

3. Intercity services 9,981,800

Provides funds to service intercity carriers. Equipment leased from the State must be used for regularly scheduled routes that travel in Michigan.

4. Marine passenger services 4,964,000

Funds capital support to the Eastern Upper Peninsula Transportation Authority ferry services linking Drummond, Neebish, and Sugar Islands with Chippewa County. This program also contributes capital support to the Beaver Island Transportation Authority for ferry service between the Island and Charlevoix. Federal funding through the IIJA and additional CTF increased the line from just over \$1.0 million at the start of FY 2021-22 to nearly \$5.0 million at the beginning of FY 2022-23.

5. Office of Rail 6,865,600

Classified FTE positions 39.0

Administers the State rail system, focusing on safety and economic needs. The office performs various regulatory and program functions related to passenger and freight rail.

6. Rail operations and infrastructure 137,750,700

After being unrolled into two separate lines for FY 2019-20, this line was restored to a single line item for FY 2020-21. The line was increased by \$10.0 million in federal funds and over \$21 million in CTF for FY 2022-23.

**UNIT GROSS APPROPRIATION**

**\$161,362,100**

Federal revenue 38,710,800

Local revenue 760,000

Private revenue 2,800,000

State restricted revenue 119,091,300

State general fund/general purpose 0

**Sec. 116 PUBLIC TRANSPORTATION DEVELOPMENT**

1. Municipal credit program 2,000,000

Public Act 51 of 1951 provides that not more than \$2 million shall be distributed for this program, which provides public transportation services in southeast Michigan. The program is administered by the Detroit Department of Transportation and the Suburban Mobility Authority for Regional Transportation.

**DEPARTMENT OF TRANSPORTATION  
PART 1: LINE ITEM DETAIL**

	<b>2022 PA 166 FY 2022-23 Initial</b>
2. <u>Service initiatives</u>	18,681,600
<p>This program funds grants to local agencies for ride sharing activities; transit-related projects in the areas of research, development and demonstration, training, planning and coordination, and special projects; and regional travel across one or more county lines into areas outside of current service areas with a focus on multi-county service as opposed to expansion of new services within a county. Funding from this last portion is distributed through a competitive application process and is available to transit agencies, planning agencies, governmental agencies, public and private nonprofit providers, or private, for-profit providers.</p> <p>The IIJA increased federal spending for this line by roughly \$7 million in FY 2021-22.</p>	
3. <u>Specialized services</u>	26,541,300
<p>Public Act 51 of 1951 requires that a minimum of \$3.6 million be distributed as grants to support transit service to Michigan's elderly and persons with disabilities.</p> <p>The Transportation to Work line item was rolled into this line for FY 2022-23.</p> <p>The IIJA increased federal spending for this line by \$3.2 million beginning in FY 2021-22.</p>	
4. <u>Transit capital - Urban</u>	179,076,100
<p>This program funds capital needs of local transit systems and specialized services systems for elderly and persons with disabilities. Transit capital was unrolled into urban and rural categories for the first time for FY 2019-20. For FY 2020-21 a \$12.0 million reduction in restricted CTF revenue was offset by large increases in Federal and local funding, raising the overall appropriation amount for transit capital (both lines, combined) by \$39.4 million. The urban and rural lines were rolled back up for FY 2021-22.</p> <p>The IIJA increased federal spending for this line by \$41.0 million in FY 2021-22.</p> <p>CTF spending for this line was raised nearly \$27 million for FY 2022-23.</p>	
5. <u>Transportation to work</u>	0
<p>Provides funds for transportation services targeting public assistance recipients.</p> <p>The line was rolled up into specialized services for FY 2022-23.</p>	
6. <u>Van pooling</u>	195,000
<p>This program funds grants to qualified commuting groups of nine or more persons.</p> <p>The line was reduced by \$45,000 for FY 2020-21, but restored for FY 2021-22.</p>	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$226,494,000</b>
Federal revenue	100,454,600
Local revenue	35,510,000
Private revenue	2,000,000
State restricted revenue	88,529,400
State general fund/general purpose	0
<b>Sec. 117 CAPITAL OUTLAY</b>	
<b>SUBSECTION (1): BUILDINGS AND FACILITIES</b>	
1. <u>Salt storage buildings and containment control</u>	2,500,000

**DEPARTMENT OF TRANSPORTATION  
PART 1: LINE ITEM DETAIL**

	<b>2022 PA 166 FY 2022-23 Initial</b>
<p>This line item, created for FY 2017-18, is an investment of State Trunkline Funds (STF) for the renovation of existing salt storage facilities. The initial investment will help the Department prioritize storage facility repairs based upon need. Prior to FY 2017-18, this project was categorized as deferred maintenance.</p>	
2. <u>Special maintenance, remodeling, and additions</u>	3,001,500
Funding for capital outlay projects at State-owned facilities.	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$5,501,500</b>
State restricted revenue	5,501,500
State general fund/general purpose	0
<b>SUBSECTION (2): AIRPORT IMPROVEMENT PROGRAMS</b>	
1. <u>Airport Safety, protection and improvement program</u>	160,461,900
Funding for capital outlay projects at Michigan airports. The amount of this line item is subject to the amount of federal funds awarded to the State for various projects, as well as the Federal Aviation Administration's determination of what discretionary projects will receive funding. The IIJA increased federal spending for this line by nearly \$40 million in FY 2021-22.	
2. <u>Detroit Metropolitan Wayne County Airport</u>	5,850,000
Public Act 259 of 2015 established the Qualified Airport Fund, which distributes money to qualified airports for purposes relating to capital improvements to landing areas. The FY 2016-17 budget represents the first year of funding under this legislation. The line was reduced by \$1.5 million for FY 2020-21 due to reduced fuel tax revenue.	
3. <u>IIJA airport infrastructure grants</u>	95,000,000
Beginning in FY 2021-22, with the passage of the IIJA, this line provides operating assistance grants to local airports statewide.	
<b>UNIT GROSS APPROPRIATION</b>	<b>\$126,776,500</b>
Federal revenue	230,000,000
Local revenue	17,500,000
State restricted revenue	11,811,900
State general fund/general purpose	0
<b>Sec. 118 ONE-TIME</b>	
1. <u>Aviation weather station equipment replacement</u>	3,900,000
This item was included to replace aging state weather station equipment throughout the state and was funded with GF/GP	
2. <u>Airport infrastructure grants</u>	25,000,000
One-time GF/GP was included to improve infrastructure and facilitate economic development at the Wayne County Airport.	
3. <u>Basic marine dock</u>	700,000
One-time CTF was included for a marine dock project in Escanaba.	
4. <u>Magnetic roadway sweepers</u>	350,000
One-time GF/GP was included for magnetic collectors to be added to highway maintenance sweepers.	

<p align="center"><b>DEPARTMENT OF TRANSPORTATION</b>  <b>PART 1: LINE ITEM DETAIL</b></p>
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	<b>2022 PA 166</b> <b>FY 2022-23</b> <b>Initial</b>
5. <u>Priority rail grade crossing/separation initiative</u> One-time GF/GP was included for work on rail crossings.	12,000,000
6. <u>Technical assistance, planning, and IIJA match grants</u> One-time GF/GP was included in order to match federal grant requirements.	25,000,000
7. <u>Upper Peninsula freight rail infrastructure</u> One-time CTF was included to replace aging rail in the UP.	550,000



**DEPARTMENT OF TRANSPORTATION  
PART 2: BOILERPLATE DETAIL  
P.A. 87 of 2021**

<b>Section Number</b>	<b>Description and History</b>
<b><u>GENERAL SECTIONS</u></b>	
201	<p><b><u>Total State Spending in Part 1.</u></b> Total State spending and payments to locals reporting section for appropriations made in Part 1.</p> <p><b>Background:</b> This subsection states the total state spending from State resources contained in Part 1 of the bill. It also lists the total payment to local units of government in Part 1. This is a standard boilerplate section contained in all appropriation bills pursuant to 1984 PA 431. The statutory reference is MCL 18.1367.</p>
202	<p><b><u>Management and Budget Act.</u></b> States that appropriations authorized under this Act are subject to the Management and Budget Act.</p> <p><b>Background:</b> This is a standard section contained in all appropriation bills.</p>
203	<p><b><u>Definitions.</u></b> Definitions of acronyms contained in Act.</p> <p><b>Background:</b> This is a standard section contained in all appropriation bills.</p>
204	<p><b><u>Internet Reporting.</u></b> Requires use of the Internet to fulfill reporting requirements unless otherwise specified. As of FY 2020-21, the section requires transmission of reports by email to the recipients identified in each reporting requirement.</p> <p><b>Background:</b> First included in the FY 1999-2000 budget. Amended in FY 2020-21 to require transmission of reports by email to identified recipients. Prior language was permissive.</p>
205	<p><b><u>Buy American.</u></b> Prohibits use of funds for purchase or foreign goods or services if competitively priced and comparable quality American goods or services are available.</p> <p><b>Background:</b> A version of this section was first included in the FY 1992-93 budget.</p>
206	<p><b><u>Deprived and Depressed Communities.</u></b> Requires department directors to take all reasonable steps necessary to ensure businesses in deprived and depressed communities compete for and perform state contracts.</p> <p><b>Background:</b> A version of this section was first included in the FY 1992-93 budget.</p>
207	<p><b><u>Out-of-State Travel.</u></b> Requires an annual report on all out-of-state travel by employees funded in part or in whole with funds appropriated to the Department's budget.</p> <p><b>Background:</b> The language of this section remains unchanged over the previous three budget cycles. Prior to the FY 2013-14 budget, out-of-state travel was restricted unless an exception applied.</p>
208	<p><b><u>Legal Services Limitation.</u></b> Prohibits use of funds to hire legal services that are the responsibility of the Attorney General.</p> <p><b>Background:</b> Standard section in all appropriations bills, first included in FY 2007-08.</p>

**DEPARTMENT OF TRANSPORTATION  
PART 2: BOILERPLATE DETAIL  
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<b>Section Number</b>	<b>Description and History</b>
209	<p><b><u>General Fund Balance Report.</u></b> Requires the Department to provide an annual report on General Fund lapses.</p> <p><b>Background:</b> This section was added in FY 2011-12. For FY 2019-20, the Governor declared this section unenforceable, but also stated the State Budget Office would make a good faith effort to comply.</p>
210	<p><b><u>Contingency Funds.</u></b> Permits additional Federal, restricted, local, and private funds received during the year to be spent after approval of a legislative transfer.</p> <p><b>Background:</b> This is a standard section contained in all appropriation bills. Amended in FY 2019-20 to reduce the amounts of contingency fund authorization.</p>
211	<p><b><u>Expenditure Posting and FTE Report.</u></b> Requires that all Department expenditures be posted on a website available to the public. Also requires a quarterly report on the number of FTEs in pay status by civil service classification.</p> <p><b>Background:</b> This section was added in FY 2005-06 to all budget acts. No specific incident was cited.</p>
212	<p><b><u>Restricted Fund Balance Report.</u></b> Requires the Department to provide an annual report on restricted fund balances, projected revenues, and expenditures for the current and immediately preceding fiscal year.</p> <p><b>Background:</b> This section was added in FY 2011-12.</p>
213	<p><b><u>Department Scorecard.</u></b> Requires the Department to maintain a website with key performance metrics that are regularly updated.</p> <p><b>Background:</b> This section was added in FY 2013-14.</p>
214	<p><b><u>Legacy Costs.</u></b> An informative section stating the legacy costs for the year, detailing pension and health care legacy costs.</p> <p><b>Background:</b> This is a standard section in many budgets that first was included in FY 2014-15.</p>
215	<p><b><u>Prohibit Disciplinary Action.</u></b> Prohibits the Department from taking disciplinary action against an employee for communicating with a member of the Legislature or legislative staff unless the communication is otherwise prohibited by law.</p> <p><b>Background:</b> This section was added in FY 2005-06 to all budget acts. For FY 2019-20 the Governor declared this section unenforceable. Section amended for FY 2020-21 to include language that allows for disciplinary action if the communication is otherwise prohibited by law. The section was declared unenforceable again for FY 2021-22.</p>
216	<p><b><u>Quarterly Reporting on FTEs &amp; Remote Work.</u></b> Requires the Department to report to the legislature on the number of employees authorized and employed by line item. Also requires reporting on employee working remotely and cost savings achieved through remote work.</p> <p><b>Background:</b> This section was first added for FY 2020-21. For FY 2021-22, the reporting date was changed from April 1 to March 1.</p>

**DEPARTMENT OF TRANSPORTATION  
PART 2: BOILERPLATE DETAIL  
P.A. 87 of 2021**

<b>Section Number</b>	<b>Description and History</b>
217	<p><b><u>Exhaust Work Project Balances.</u></b> Requires the Department to expend work project balances before appropriations when possible.</p> <p><b>Background:</b> First included for FY 2020-21. Declared unenforceable for FY 2021-22.</p>
218	<p><b><u>Legislative Transfer by Concurrent Resolution.</u></b> This section declares authorization for the Legislature to transfer funds within the Department by concurrent resolution in response to a State Administrative Board transfer of those funds.</p> <p><b>Background:</b> First included for FY 2020-21. Declared unenforceable for FY 2021-22.</p>
219	<p><b><u>Record Retention.</u></b> Requires the Department to retain records of reports funded by appropriations. Electronic retention is acceptable, unless otherwise required by Federal and State guidelines.</p> <p><b>Background:</b> First included for FY 2020-21.</p>
220	<p><b><u>Policy Changes.</u></b> Requires the Department to report to the legislature on prior year, departmental policy changes that are enacted in response to new public acts signed into law during that year.</p> <p><b>Background:</b> First included for FY 2020-21.</p>
221	<p><b><u>Severance Pay Reporting.</u></b> Requires the Department to report to the legislature severance pay amounts for high-ranking department officials, post on a website any amount of severance pay in excess of 6 weeks employee pay, and report on the total amount of severance pay department-wide annually.</p> <p><b>Background.</b> This section was first added for FY 2021-22.</p>
222	<p><b><u>Vaccine Passport Prohibition.</u></b> Prohibits the department from requiring vaccine verification for employees or to access department facilities or to receive services.</p> <p><b>Background:</b> First added for FY 2021-22.</p>
223	<p><b><u>Notice of Federal Rule Changes.</u></b> Requires the Department to provide notice to the Legislature regarding proposed federal rule changes that could require statutory amendment.</p> <p><b>Background:</b> First included in the FY 2015-16 budget. For FY 2020-21, this language was found in section 217. For FY 2021-22, this language was moved to section 223.</p>
224	<p><b><u>Remote Work Restriction.</u></b> Prohibits employees from working remotely that were not previously working remotely before the pandemic.</p> <p>First included for FY 2022-23.</p>

**DEPARTMENT OF TRANSPORTATION  
PART 2: BOILERPLATE DETAIL  
P.A. 87 of 2021**

Section Number	Description and History
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**DEPARTMENTAL SECTIONS**

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| 301 | <p><b><u>Fee Schedule/Toll Increases.</u></b> Authorizes the department to establish a fee schedule and collect fees sufficient to cover costs of the issuance of permits it is authorized by law to issue. Requires bridge authorities to hold three public hearings 30 days prior to changes in any toll.</p> <p><b>Background:</b> Long-standing sections that provides statutory authority to set fees. Public hearing requirement applies to the International Bridge Authority and the Mackinac Bridge Authority. For FY 2019-20, a sentence was added to subsection (2) to have authorities make "reasonable accommodations" to allow online viewing and participation by the public. The Governor declared subsection (2) unenforceable in FY 2019-20.</p>                    |
| 302 | <p><b><u>STF Debt Service Limits.</u></b> States the estimated STF debt service limit for the fiscal year and requires a report on debt limit projections.</p> <p><b>Background.</b> First added for FY 2021-22. The Governor declared the section unenforceable for FY 2021-22. The section was amended for FY 2022-23 to eliminate the legislative estimate of the debt limit.</p>  |
| 303 | <p><b><u>Construction Project Signage.</u></b> Requires the department to post signs for road projects financed with bonds. The signs are required to clearly list the project cost and the borrowing costs.</p> <p><b>Background.</b> First added for FY 2021-22. Restated for FY 2022-23.</p>   |
| 304 | <p><b><u>Bid Documentation Confidentiality.</u></b> Provides that certain bid documentation (financial or proprietary) for highway projects shall be kept confidential.</p> <p><b>Background:</b> A long-standing section that provides Freedom of Information Act (FOIA) exemption for financial and/or proprietary documentation included in contractor bids.</p>   |
| 305 | <p><b><u>Public Transportation Property Leases.</u></b> Allows the department to rent space on public transportation properties on a competitive market rate basis. Requires the department to use revenue for maintenance and improvement of property.</p> <p><b>Background:</b> Long-standing section providing statutory authority and direction regarding the use of public transportation properties. For FY 2019-20, the Governor declared subsection (2) unenforceable. Subsection (2) required the department to charge transit agencies and intercity bus carriers fair market rates. It was amended for FY 2020-21 to require the Department to charge fair market rates to all transit agencies and intercity bus carriers. Subsection (2) was removed for FY 2021-22.</p> |
| 306 | <p><b><u>Charges to Transportation Funds.</u></b> Provides the requirements for contracts between the Department of Transportation and other state departments for services. Requires a report from each department that receives Department of transportation funding via an interdepartmental contract within two months after the publication of the Michigan comprehensive annual financial report. The reports are subject to audit.</p> <p><b>Background:</b> Long-standing section modified from the FY 2015-16 version to remove the requirement that the auditor general prepare a biennial report of charges to transportation funds by state departments within nine months of the publication of the Michigan comprehensive annual</p>                                    |

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<b>Section Number</b>	<b>Description and History</b>
	financial report. For FY 2019-20, the Governor declared subsection (3) unenforceable. Subsection (3) proscribed how the auditor general should perform an audit of transportation programs. For FY 2021-22 subsection (3) was removed.
307	<p><b><u>Five Year Plan.</u></b> Requires the department to provide the Legislature, State Budget Director, and fiscal agencies with the rolling 5-year plan listing by county all highway construction projects for the fiscal year and all expected projects for ensuing fiscal years. Report is due by March 1 of each year.</p> <p><b>Background:</b> Long-standing reporting section.</p>
308	<p><b><u>Winter Maintenance Pilot.</u></b> Requires the department to start a pilot program using beet juice to de-ice roads.</p> <p><b>Background:</b> First added for FY 2021-22. The section number previously housed a separate BP section that required a report on department-owned real estate. That language was removed for FY 2021-22.</p>
309	<p><b><u>Remanufactured Parts Priority.</u></b> Requires the Department to prioritize using remanufactured parts for repairs to state vehicles, excluding Michigan State Police vehicles.</p> <p><b>Background:</b> This section was first included in FY 2011-12. The section number was changed from 270 to 309 beginning in FY 2022-23.</p>
310	<p><b><u>Commission Agendas and Minutes.</u></b> Requires the department to provide copies of agendas and approved minutes of Transportation Commission meetings to the appropriation subcommittees, State Budget Office, and fiscal agencies.</p> <p><b>Background:</b> Long-standing reporting section. Amended for FY 2020-21 to include audio recordings of meetings.</p>
311	<p><b><u>Local Bridge Bundling.</u></b> Requires a report on the local bridge-bundling initiative included as supplemental funding for FY 2020-21.</p> <p><b>Background:</b> First included for FY 2021-22.</p>
312	<p><b><u>Prohibition of Nondirectional Markings.</u></b> Prohibits the placement of nondirectional markings on public roads in Michigan.</p> <p>First included for FY 2022-23.</p>
313	<p><b><u>State Infrastructure Bank.</u></b> Provides for program in accordance with federal regulations. Designates that money remaining in program at the end of the fiscal year shall be carried forward to the next fiscal year. Includes a reporting requirement.</p> <p><b>Background:</b> Amended for FY 2020-21 to require legislative approval to increase the program.</p>
319	<p><b><u>Rest Area Maintenance.</u></b> Requires the Department to post signs at rest areas that identify the agency or contractor responsible for maintenance of the rest area as well as a Department telephone number to report unsafe and unclean conditions.</p> <p><b>Background:</b> Long-standing requirement initiated by the Legislature.</p>

**DEPARTMENT OF TRANSPORTATION  
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<b>Section Number</b>	<b>Description and History</b>
353	<p><b><u>Prompt Payment.</u></b> Directs the department to review contractor payment processes to ensure that contractors and sub-contractors are paid promptly.</p> <p><b>Background:</b> Intent language added to the FY 2002-03 budget to address concerns in the industry over timely contractor payment of sub-contractors. The Department has no control over the relationship between contractors and sub-contractors. For FY 2019-20, the Governor declared this section unenforceable. A reporting requirement was added for FY 2020-21. The reporting requirement was removed for FY 2021-22. For FY 2021-22, the Governor declared this section unenforceable.</p>
357	<p><b><u>Local Federal Aid Projects.</u></b> Requires the department to conduct all necessary reviews in order to let local federal aid projects within 120 days of project submittal. Requires the department to implement a monitoring system for federal aid project review.</p> <p><b>Background:</b> Language initiated by the Legislature in the FY 2002-03 budget to address local road agencies' concerns over Department review processes. The Department's Local Agency Program (LAP) provides oversight for county, city, and village road and bridge projects that receive Federal funding. This oversight responsibility, required by federal law, designates the Department as the authority that the Federal Highway Administration coordinates with for all federally funded construction projects. Declared unenforceable for FY 2021-22.</p>
375	<p><b><u>Groundbreaking Ceremonies.</u></b> Prohibits the Department from reimbursing contractors or consultants for groundbreaking ceremonies, receptions, etc.</p> <p><b>Background:</b> First included in the FY 2004-05 appropriations bill.</p>
376	<p><b><u>Ban on Billboard Behavioral Studies.</u></b> Prohibits MDOT from spending funds to examine any association between billboards and motorist behavior.</p> <p><b>Background:</b> First included in the FY 2015-16 budget.</p>
382	<p><b><u>Cost-sharing Bill for Local Projects.</u></b> Requires the Department to submit the final cost-sharing bill for a local project within two years of the final contract payment.</p> <p><b>Background:</b> Initially included by conference in the FY 2013-14 budget. For FY 2019-20 &amp; FY 2021-22, the Governor declared this section unenforceable.</p>
383	<p><b><u>Travel on State-Owned Aircraft.</u></b> Requires a report on use of department-owned aircraft. Requires the department maintain a fee system charged to aircraft users to recover operating costs. Subsection (4) prohibits legislators and legislative staff without prior approval from the Senate majority leader and/or House speaker, and only when aircraft is already scheduled for state business. Requires the department to submit a report on the status of a reciprocal agreement with MSP for the use of fixed wing aircraft.</p> <p><b>Background:</b> First included in the FY 2004-05 appropriations bill, and amended in FY 2014-15 and in FY 2015-16 to include the provision and report on regarding a reciprocal agreement with the Michigan State Police on their use of fixed wing aircraft. Amended again for FY 2017-18 to remove the provision and report regarding the reciprocal agreement with MSP. Subsection (4) was removed for FY 2021-22.</p>

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P.A. 87 of 2021**

<b>Section Number</b>	<b>Description and History</b>
384	<p><b><u>Gordie Howe International Bridge.</u></b> Prohibits expenditures for construction planning or construction associated with the Gordie Howe Bridge/Detroit River International Crossing.</p> <p><b>Background:</b> First included in the FY 2006-07 appropriations bill and amended several times. Previously referred to as the Detroit River International Crossing prior to FY 2018-19.</p>
385	<p><b><u>Gordie Howe International Bridge.</u></b> Requires the Department to report monthly on expenditures and reimbursements for the new crossing over the Detroit River.</p> <p><b>Background:</b> Reporting requirement first included in the FY 2013-14 budget. Previously referred to as the Detroit River International Crossing prior to FY 2018-19. Amended for FY 2019-20 to require monthly reports on expenditures and Canadian reimbursements. Prior to FY 2019-20, the report was quarterly and required fund sourcing for reports. Amended for FY 2020-21 to include reporting on all eminent domain power used.</p>
386	<p><b><u>Reporting of Toll Credits.</u></b> Requires the Department to report on the use of toll credits, including the amount earned and certified by FHWA, the value of the credits used by programs, the balance of available toll credits at the end of the year, and discussion on the Department's plans for future use of toll credits. Subsection (2) requires the department to use the credits in the following order of priority: bridge preservation, local agency projects, state trunkline projects, rail infrastructure, transit grants, aeronautics grants, any other eligible project, and bike paths.</p> <p><b>Background:</b> First added for the FY 2018-19 fiscal year. Subsection (2) was added, and declared unenforceable by the Governor, for FY 2019-20. The order of priority for projects listed in subsection (2) was amended for FY 2020-21. Subsection (2) was removed for FY 2021-22.</p>
387	<p><b><u>Reporting of traffic studies.</u></b> Requires the Department to post traffic studies on the Department's website.</p> <p><b>Background:</b> First added for the FY 2018-19 fiscal year.</p>
389	<p><b><u>Long-term Contract Notification.</u></b> Requires the Department to notify SBO, and the legislature when it agrees to a long-term contract of at least 5 years and at least \$5.0 million.</p> <p><b>Background:</b> First added for the FY 2018-19 fiscal year.</p>
393	<p><b><u>Best Practices.</u></b> Requires the Department to promote best practices for public transportation services.</p> <p><b>Background:</b> First included in the FY 2014-15 budget, originating in the House-passed budget. A reporting requirement was removed in FY 2017-18.</p>
394	<p><b><u>Priority on Preserving Roads.</u></b> Requires MDOT and local road agencies to make preservation of existing road networks a priority.</p> <p><b>Background:</b> First included in the FY 2014-15 budget.</p>
395	<p><b><u>Road &amp; Bridge Funding for Maintenance.</u></b> Allows the department to defer up to \$10.0 million of STF appropriated for road and bridge construction on highway maintenance instead. The use of this deferment is typically applicable when additional maintenance is required on trunkline roads in</p>

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<b>Section Number</b>	<b>Description and History</b>
	the fall, before winter maintenance is required. First added for FY 2022-23.
398	<b><u>Toward Zero Deaths.</u></b> Requires the department to maintain the Toward Zero Deaths statewide safety campaign, with an emphasis on cable guardrail installation when appropriate.  <b>Background:</b> First included in the FY 2017-18 budget.
399	<b><u>Minimum Spending on Capital Preventive Maintenance.</u></b> Requires the Department to prioritize spending on capital preventative maintenance of the trunkline.  <b>Background:</b> First added for FY 2020-21. Amended for FY 2021-22 to instruct the department to "prioritize" capital preventative maintenance. The original language required 10% of federal aid on preventative maintenance. The language was amended for FY 2022-23 to require a minimum of \$100.0 million for this purpose.
<b><u>FEDERAL</u></b>	
402	<b><u>Local Federal Aid Buyout.</u></b> Directs the department to allocate a portion of the federal highway funds to local jurisdictions. Authorizes the local jurisdictions to exchange the federal aid with state-restricted funds if the state or another local jurisdiction agrees. Requires that the exchanged funds be used for the original purpose.  <b>Background:</b> Language consistent with Section 10o of Public 51 of 1951 concerning the distribution of federal revenue to local agencies.
<b><u>MICHIGAN TRANSPORTATION FUND</u></b>	
501	<b><u>Motor Carrier Act.</u></b> Provides that money received under the Motor Carrier Act that is not appropriated to the Department of Labor and Economic Growth or Department of State Police, is deposited in the Michigan Transportation Fund.  <b>Background:</b> Longstanding section referencing statutory language providing for the use of undesignated revenue under this Act. Without language, this revenue would revert to the General Fund.
503	<b><u>Economic Development and Local Bridge Programs.</u></b> Provides that funds appropriated for Economic Development and Local Bridge Programs shall lapse to their respective funds; not the MTF. Provides that interest earned in the Economic Development Fund and Local Bridge Fund shall remain in the respective funds. Authorizes the Economic Development Fund and Local Bridge Fund to receive and expend federal, local, private and restricted funds. Prohibits the diversion of Transportation Economic Development Fund and Local Bridge Fund revenue to other projects.  <b>Background:</b> Longstanding section. Provides statutory authority for unused state funds and disposition of these funds. Amended for FY 2021-22 to prevent reappropriation of local bridge funds. Amended again for FY 2022-23 to remove the prior year amendment.
504	<b><u>Michigan Transportation Fund.</u></b> Provides for distribution of the Michigan Transportation Fund pursuant to statute.



**DEPARTMENT OF TRANSPORTATION  
PART 2: BOILERPLATE DETAIL  
P.A. 87 of 2021**

**Section  
Number**

**Description and History**

**Background:** Longstanding section. Statutory language necessary for distribution of transportation funds to certain State funds.

**STATE TRUNKLINE FUND**

601 **Performance and Road Construction Warranties.** Requires the department to maintain documentation of warrantied projects. Subsection (2) & (3) require the department to review its warranty process and report to the legislature by March 31.

**Background:** This section previously required the department to work with the road construction and engineering consulting industries to develop a warranty program for road and bridge construction. Several subsections were removed in the FY 2017-18 budget, including those subsections which required the warranty program development and associated reports. Subsections (2) & (3) added for FY 2021-22. Declared unenforceable in FY 2020-21 & FY 2021-22.

602 **Electric Vehicle Integration Impact.** Requires the department to prepare a report on the impact of EV integration, specifically, the impact on MTF revenue due to EV integration.  
First included for FY 2022-23.

603 **Mackinac Bridge Status.** Requires the department to report on the operation condition, viability, costs of preventative maintenance and upgrades of the Mackinac Bridge.  
First included for FY 2022-23.

604 **State Trunkline Fund Balance Carryover.** Requires any unencumbered and unexpended balance in the state trunkline fund to remain in the fund and carry forward for federal aid road and bridge programs for projects in the annual state transportation program.

**Background:** First included in FY 2012-13 budget.

612 **Contract Incentives/Disincentives.** Requires the department to develop guidelines governing contract incentives and disincentives for state trunkline projects.

**Background:** Intent language included in the FY 2003-04 appropriations bill. A reporting requirement was removed for FY 2021-22.

613 **Magnetic Sweepers.** Directs the department on how to apply the one-time appropriation for FY 2022-23 for adding magnets to roadway sweepers.  
First added for FY 2022-23.

660 **Innovative Road Materials.** Encourages the department to investigate alternative road surface materials. Subsection (2) creates the Michigan State Transportation Innovation Council that includes a member of DOT-FHWA, an appointee of the Senate Majority Leader, and an appointee of the Speaker of the House. Requires a report by March 1.

**Background:** The section was created for FY 2021-22 and contains parts of two previous BP section from prior fiscal years. The two former sections, (660 & 661), were deleted and replaced with this section. Stakeholders were mostly removed from the council. The section was declared unenforceable for FY 2021-22.

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<b>Section Number</b>	<b>Description and History</b>
<b><u>TRANSIT AND RAIL RELATED FUNDS</u></b>	
701	<p><b><u>Intercity Bus Equipment and Facility Fund.</u></b> Provides that lease payments, proceeds, and security deposits from the sale of intercity bus equipment shall be deposited in the Intercity Bus Equipment Fund.</p> <p><b>Background:</b> Longstanding provision. Amended for FY 2016-17 to add the words "and Facility" to the name of the section and fund.</p>
702	<p><b><u>Rail Freight Fund.</u></b> Provides that repayments of loans for rail or water freight projects shall be deposited in the Rail Preservation Fund. Monies in the fund at the end of the fiscal year carry forward.</p> <p><b>Background:</b> Longstanding section. Also known as the "Rail Preservation Fund". Name officially changed to "Rail Freight Fund" in the FY 2007-08 budget act.</p>
703	<p><b><u>Railroad Abandonment.</u></b> Requires the Department to notify the Legislature when a railroad has filed for abandonment of a line.</p> <p><b>Background:</b> Long-standing reporting requirement.</p>
704	<p><b><u>Rail Operations and Infrastructure.</u></b> Requires the Department to report on expenditures for rail operations and infrastructure programs. Initial report due on October 30, 2016. Updates to the report due by February 1 of each year.</p> <p><b>Background:</b> First included in the FY 2016-17 budget.</p>
706	<p><b><u>Detroit/Wayne County Port Authority.</u></b> Requires the Detroit/Wayne County Port Authority to issue a complete operations assessment and financial disclosure statement by June 30 of each year.</p> <p><b>Background:</b> Long-standing reporting requirement. Due date of the assessment/report changed from February 15 to June 30 in the FY 2016-17 budget act.</p>
707	<p><b><u>Strategic Rail Plan.</u></b> Requires the Department to develop and report to the legislature on a rolling, 5-year, strategic rail plan.</p> <p><b>Background:</b> First included for FY 2020-21. Subsection (5) was added for FY 2022-23 to direct the department to use \$21.5 million for rail-related economic development projects and freight system preservation.</p>
720	<p><b><u>Farebox Recovery.</u></b> Intent language for transit agencies to recover 6% from the farebox.</p> <p><b>Background:</b> First added for FY 2019-20.</p>
735	<p><b><u>Street Railway Appropriation.</u></b> States that the appropriation to a street railway under PA 51 is \$0.</p> <p><b>Background:</b> First included in the FY 2012-13 budget.</p>

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<b>Section Number</b>	<b>Description and History</b>
736	<p><b><u>Pipeline Operations across the Straits of Mackinac.</u></b> Prohibits the department from using appropriated funds to support the cessation of energy pipeline operations across the Straits of Mackinac.</p> <p><b>Background:</b> First included in the FY 2021-22 budget.</p>
752	<p><b><u>Informational Meetings for Rail.</u></b> Encourages the Department to meet with the rail industry annually to inform of the availability of state loan and grant funding for rail infrastructure.</p> <p><b>Background:</b> First included for FY 2018-19. Amended for FY 2019-20 to require one annual meeting instead of two. Declared unenforceable by the Governor for FY 2019-20 &amp; FY 2020-21. Amended for FY 2021-22 to encourage a meeting, not require it. Not declared unenforceable for FY 2021-22.</p>
753	<p><b><u>Weighted appropriations for marine passenger service.</u></b> Requires the department to spend 60% of the appropriation for marine passenger service on entities that service multiple destinations.</p> <p><b>Background:</b> First included in the FY 2019-20 budget.</p>
757	<p><b><u>Studies on Extended Passenger Rail.</u></b> Requires the department to analyze the feasibility of extended passenger service from New Buffalo, MI, to Traverse City; requires the department to provide information necessary to advance a passenger rail project between Ann Arbor and Traverse City.</p> <p>First included for FY 2022-23.</p>
<b><u>AERONAUTICS FUND</u></b>	
801	<p><b><u>State Aeronautics Fund.</u></b> Provides that balances in the State Aeronautics Fund at the end of the fiscal year shall lapse to the State Aeronautics Fund.</p> <p><b>Background:</b> Longstanding section requiring that restricted revenues lapse to the State Aeronautics Fund and not the General Fund.</p>
<b><u>CAPITAL OUTLAY</u></b>	
901	<p><b><u>Airport Capital Outlay Restrictions.</u></b> Requires that contracts for airports and landing strips awarded by the Department on behalf of local governments not exceed the amounts specified in Part 1. Local governments must provide at least 5% of the cost of any project. Authorizes the Michigan Aeronautics Commission to take necessary steps to match federal aid.</p> <p><b>Background:</b> First included in the FY 2008-09 budget.</p>
903	<p><b><u>Capital Outlay Lapsed Funds.</u></b> Requires the appropriations for capital outlay to carry forward at the end of the year.</p> <p><b>Background:</b> First included in the FY 2008-09 budget.</p>
<b><u>ONE-TIME</u></b>	
1001	<p><b><u>Rail Grade Separation Grants.</u></b> Directs the department on one-time spending for rail grade separation projects under local jurisdiction.</p>
1002	<p><b><u>Basic Marine Dock.</u></b> Directs the department on one-time spending.</p>

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<b>Section Number</b>	<b>Description and History</b>
1003	<b><u>Upper Peninsula Ageing Freight Rail.</u></b> Directs the department on one-time spending.
1004	<b><u>IIJA Infrastructure Grants.</u></b> Directs the department on one-time spending for grants for local governments to get IIJA grants. This one-time project is added for FY 2022-23 as a work project. The completion date is September 30, 2026.
1005	<b><u>Airport Infrastructure Grants.</u></b> Directs the department on one-time spending. The grants will be authorized through the Wayne County Airport Authority.